


PRICE \$25 FEB 11

ENTERTAINMENT.

THEATRE ROYAL,

CITY HALL.

DAVIS & D'ANGELIS LESSERS.

THIS EVENING (THURSDAY),
the 14th February, 1884.

THE LOFTS UP
REPRODUCED
By SPECIAL REQUEST,
THE DOCTOR OF
ALCANTARA!!!

A COMIC OPERA IN TWO ACTS.
Libretto by Composed by
BENJ. E. WOOLLS. MR. JULIUS KOTTERER.

DRAMATIS PERSONE.

DOCTOR PARACELSIUS..... MR. JEFF. D'AM
SEÑOR BALTAZAR..... GENTILMAN AL-
TEU.
CARLOS..... MR. F. W. OAKLAND
FERRIS (Puerco)..... GENTILMAN AL-
TEU.
DON POSTRISO (The
Akrassian)..... MR. C. J. BALDWIN
DONNA LUGHERIA (The
Doctor's Wife)..... MISS MINNIE
NOLDE.
ISABELLA (The Doctor's
Daughter)..... MISS FLORANCE
COWPER.
INIZ (Isabella's Maid)..... MISS VICTORIA
LOFTUS.

BY GEN. LEWIS AMATEURS.

MUSICAL SYNOPSIS.

Act. 1st.

OVERSCENE.

SEBASTIAN. Wake lady, wake!
QUARLES TRIO. You sassy jade,
ROMANCE. Ho still was there,
DOCTOR'S SONG. Here comes the Doctor,
A SKELETON. Wake your lover is poor.
DUFFINGTON. Away despise.
BURNES NOCEES.

CAVATINA. Love's cruel dart.
BALTHAZAR. O Knight of Alcantara,
DUEA. I love, I love,
I'M DON HYPOLITO LOPEZ POMPOSO, Bar.
Song.

FINALE. First Act.

Act. 2nd.

ENTER ACT.

SCENA 1. BOLERO. Ah! woo is me.
TRIO. Sener.
QUARLES TRIO. Good night, Sener Balthazar,
DUE DREAMS OF LOVE, Song.
FATONIA. BALTHAZARICA, Song.

FINALE to 2nd Act.

ON SATURDAY,

FOR THE BENEFIT OF
Mr. F. W. OAKLANDS,
THE POPULAR TENOR,
will be given
DION BOUTICAULT'S GRAND RACING
DRAMA,
"THE FLYING SQUAD,"
Box Place at Messrs. KELLY and WALSH'S
where seats may be secured.
J. CHAS. DAVIS,
Manager,
HARTLEY O'BRIEN,
Agent.
12th February, 1884. [34]
DOUGLAS STEAMSHIP COMPANY,

FOR SWATOW, AMOY, AND POOCHOW
THE Company's Steamship

"DOUGLAS"
Captain S. Ashton will be despatched for the
above Ports TO-DAY, the 14th instant, a
NORON, instead of as previously advertised.
For Freight or Passage, apply to
DOUGLAS LARBAEK & Co.,
General Managers.

15th February, 1884. [35]

FOR AMOY.
THE SCOTTISH ORIENTAL STEAM
SHIP COMPANY, LIMITED.

THE Company's Steamer

"PHERA CHOM KLAO."
Captain H. Sargent will be despatched for the
above Port TO-MORROW, the 15th instant, a
EIGHT A.M.
For Freight or Passage, apply to
YUEN FAT HONG,
Agents.

15th February, 1884. [36]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI VIA AMOY.
(Taking Cargo and Passengers at through rates
for NINGPO, CHEFOO, NEWCHANG, TIENTSIN,
HANKOW, and PORTS on the YANGTZE.)
THE Company's Steamship

Captain Nish, will be despatched as above at
 FOUR P.M. TO-MORROW, the 15th instant.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 14th February, 1894. [37]

OCEAN STEAMSHIP COMPANY.
 FOR LONDON VIA SUEZ CANAL.
 THE Company's Steamship
 "ANTENOR,"
 Captain Bragg, will be despatched as above
 on or about the 25th instant.
 For Freight or Passage, apply to
 BUTTERFIELD & SWIRE, Agents.
 14th February, 1894. [38]

UNION LINE.
 FOR NEW YORK VIA SUEZ CANAL.
 THE Steamship

<p>Captain Fowler, will be despatched for the above on or about SATURDAY, the 23rd inst. of as previously advertised.</p> <p>For Freight or Passage, apply to 13th February, 1884.</p> <p>RUSSSELL & Co. NAVIGATION COMPANY.</p> <p>STEAMSHIP FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, AND TRIESTE.</p> <p>Taking Cargo at the above rates to CALCUTTA, FRANKLIN, GUZ PORE, ODESSA, and the MEDITERRANEAN PORTS).</p> <p>The Company's Steamship</p> <p>"PANDORA".</p> <p>Captain G. Starr, will be despatched as above on or about THURSDAY, the 25th instanc.</p> <p>For further Particulars, apply to MELRODS & Co., Agents.</p> <p>13th February, 1884.</p>	<p>[369]</p> <p>[370]</p>
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Apply to
A. B. C.,
Care of "Daily Press" Office.

greater distress than usual on account of the scarcity of money produced by the depression in the silk trade and the failure of so many banks. But the great suffering has been diminished by the long continued period of mild weather. The memory of the oldest inhabitant does not reach to a time when the weather continued so mild for as long a time as December and January just past.

The poor Chinese have another reason for dreading the winter, for then comes the time, and with it, rather just before it, the collector comes for his money. It is a time for the collection of debts, and if one has not what to pay, some unpleasantness is sure to occur. There is a good deal of playing at hide-and-seek between the debtor and creditor, and if the debtor can elude his creditor until the day of New Year's day, he is safe for some time to come. Sometimes when unable to meet liabilities recourse is had to suicide. One case was reported here on the 27th of the 12th moon. A small shopkeeper who was pressed for a debt of seven dollars committed suicide. It is reported that creditors were less exacting, and debts were better paid up, this year than usual.

On the morning of the 25th a strange report was current among the people, to the effect that a proclamation had been issued by the Pui-chai changing the New Year's day, making the 29th the last of the old year and the 30th the first of the new. Some of the telegraphic despatches had been received from the Emperor ordering the change. The creditors were much perplexed, as it limited the time for collecting their debts to the daylight of the following day. They decided, however, to make the day which day was regarded as the last of the year, and to not according to his answer. It seems that the ground of the report was in an official notification of the Pui-chai to the other officials that when they went at daylight on the 29th, to the Imperial palace, to pay their respect to the Emperor, they were not to wear their Court dress, but to appear in the dress worn on ordinary occasions. The reason for this order does not appear, but a new year has been passed safely, and everybody breathes more freely.

As to war news, the latest by the grape-vine despatches is that the two northern provinces of China are to be ceded to France—N. Y. C. Daily News Correspondent.

METEOROLOGICAL REGISTER.

Barometer	Thermometer	Direction of Wind	Force of Wind	State of Sky	Time of Day
30.04	59.0	W. by S.	1.0	Cloudy	10.0
30.04	59.0	W. by S.	1.0	Cloudy	11.0
30.04	59.0	W. by S.	1.0	Cloudy	12.0
30.04	59.0	W. by S.	1.0	Cloudy	13.0
30.04	59.0	W. by S.	1.0	Cloudy	14.0
30.04	59.0	W. by S.	1.0	Cloudy	15.0
30.04	59.0	W. by S.	1.0	Cloudy	16.0
30.04	59.0	W. by S.	1.0	Cloudy	17.0
30.04	59.0	W. by S.	1.0	Cloudy	18.0
30.04	59.0	W. by S.	1.0	Cloudy	19.0
30.04	59.0	W. by S.	1.0	Cloudy	20.0
30.04	59.0	W. by S.	1.0	Cloudy	21.0
30.04	59.0	W. by S.	1.0	Cloudy	22.0
30.04	59.0	W. by S.	1.0	Cloudy	23.0
30.04	59.0	W. by S.	1.0	Cloudy	24.0
30.04	59.0	W. by S.	1.0	Cloudy	25.0
30.04	59.0	W. by S.	1.0	Cloudy	26.0
30.04	59.0	W. by S.	1.0	Cloudy	27.0
30.04	59.0	W. by S.	1.0	Cloudy	28.0
30.04	59.0	W. by S.	1.0	Cloudy	29.0
30.04	59.0	W. by S.	1.0	Cloudy	30.0

DESTINATION	VESSEL
HAMBURG	Saint Idone
LONDON via SUEZ CANAL	Glancey
LONDON via SUEZ CANAL	Antenor
LONDON &c. via SUEZ CANAL	Assam (str.)
NEW YORK	Sarah
NEW YORK via SUEZ CANAL	Salembrim
SAN FRANCISCO	Loreto
SAN FRANCISCO, via Y ^h mas	City of Edinburgh
TRIESTE &c	Tannadilly
SYDNEY, BR ^o BOURNE &c.	Assam (str.)
SYDNEY & MELBOURNE	Nellie M.
VICTORIA, B.C.	Lennox
CALCUTTA via STRAITS	Japan (str.)
CALCUTTA via STRAITS	Paran (str.)
IOCHO, and SANDAKAN &c	Khira (str.)
YOKOHAMA via NAGASAKI &c	Takuhoku (str.)
NAGASAKI, KOBE, &c	Assam (str.)
YOKOHAMA via MANILA	Norfolk
SIANGHAI	Verloren
SAIGON	

